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NOTE: The Business Historical Society presents in this bulletin the fourth article in a series of descriptions of large societies and libraries whose purposes are, in part at least, similar to ours. The following article was contributed by Carrol H. Quenzel, assistant cataloguer of the West Virginia University Library.

## West Virginia University Collection of Historical Manuscripts

By CARROL H. QUENZEL

IN ORDER to reconstruct the story of West Virginia's growth and in turn to throw light on the State's connection with our national development, the West Virginia University Collection of Historical Manuscripts at Morgantown was established in 1931. Since then, voluminous material pertaining to various significant events in the political, economic, and social evolution of the State has flowed into the Library. It is the purpose of this article to review the economic and business aspects of this collection, although, of course, it is recognized that the institution gives equal emphasis to other phases of history.

Probably the largest collection in the Library devoted mainly to business history is that of Johnson M. Camden, Parkersburg capitalist and United States Senator. With its forty-seven volumes cov-

ering railroads, inter-urban transit lines, lumber projects, and banking operations, and extending over the period from 1867 to 1904, it is an excellent source of information on the State's industrial growth. Improvements made in the transportation facilities are indicated in the accounts and letters pertaining to the construction of the Ohio River Railroad between Wheeling and Kenova, the Monongahela River Railroad from Clarksburg to Fairmont, and the West Virginia and Pittsburgh Railroad from Clarksburg to Pickens, Camden-on-Gauley, and Sutton. All of these roads were later absorbed by the Baltimore and Ohio Railroad.

Camden's transportation interests extended to two interurban lines: the road between Parkersburg and Marietta, and the longer line connecting Huntington, West Virginia, Catlettsburg, Kentucky, and Ironton, Ohio. Camden followed up his railroad construction work by making large capital investments in enterprises along the routes of the roads.

Methods of conducting business in the early coal and oil fields of West Virginia are also revealed in these accounts. In the sixties, when operations began in the Burning Springs oil-field, Camden was an active promoter. Later he organized the Camden Consolidated Oil Company, and subsequently was high in the councils of the Standard Oil Company. Much information on the early coal-field developments may be secured from the records of Camden's activities in the Eastern Kentucky coal mines and the accounts of his two million dollar enterprise at Monongah. Again, data upon Camden's early lumbering and banking interests are contained in the accounts of the Camden-on-Gauley logging project and the letters concerning the First National Bank of Parkersburg, of which he was president.

The papers of Henry Gassaway Davis, prominent industrialist, United States Senator, and Democratic candidate for Vice-President in 1904, furnish a second source of material on West Virginia's economic history. Davis's business activities in railroading and coal mining were quite similar to those of Camden. Accounts and records of the West Virginia Central and Pittsburgh Railway, which opened the Elk Garden coal-field, are found in this collection. Davis was president of this road until it was sold to the Western Maryland Railroad. Even when more than eighty years old, he was still active, building the Coal and Coke Railroad from Elkins to Charleston. At a later date this road was purchased by the Baltimore and Ohio Railroad. Manuscripts concerning Senator Davis's interests in the

Elk Garden, Georges Creek, and Central West Virginia coal-fields are included in the collection.

On other lines, materials in the Hagans, Rogers, and Van Meter collections make real contributions. The Hagans family was active in the iron industry, and the business historian will discover much on iron-working in northern West Virginia from the ledgers and accounts of that family, which was located in the Brandonville section of Preston County. Letters, ledgers, and cash books of stores, grist-mills, saw-mills, and farms make up the John Rogers collection, covering a period from 1776 to 1857. The Van Meter collection of parchment indentures and deeds, some of them a hundred and fifty years old, also assists in reconstructing the economic history of the State.

In fields other than business, the Library possesses much material on state and national politics, West Virginia's admission to the Union, and the Civil War. The manuscripts of Archibald W. Campbell, one of the most influential journalists in the State's history, contain information on a wide variety of subjects. The letters and papers of Francis H. Pierpont, an early governor of West Virginia, are of great interest in connection with the formation of the State. The West Virginia University Collection of Historical Manuscripts is young in years, but has accomplished a great deal in its short life. A continued policy of aggressive acquisition will do much to increase and centralize the early records of the State's development.

## The Romance of the Atlantic Cable

THE story of that epochal day when Europe and America were first successfully connected by cable is told in the "Diary of the Great Eastern Telegraph," written on board the ship that completed the task in 1866. A copy of this diary, one of the few actually printed on board the ship, and autographed by Cyrus W. Field, is available in the Baker Library.

When success was actually attained on July 27, 1866, Cyrus Field was able to look back on twelve years of intensive effort to overcome the numerous technical and financial difficulties confronting the project. Four cable-laying expeditions had failed in a period of nine years. The first attempt in 1857 was frustrated when the cable broke and plunged into the sea about three hundred miles



THE "GREAT EASTERN" AT MIDNIGHT, SEPTEMBER 1, 1866, WHEN IT HAD RETRIEVED  
THE LOST CABLE

off the Irish coast. The following year two expeditions were launched. The first of these was even less fortunate than its predecessor, for it had scarcely left sight of land when the cable broke. Undaunted, Field prepared for his third effort.

Prior to the sailing of the first two expeditions, Field and his associates had been fêted and honored in London for their part in such a noble undertaking. On both occasions thousands of people had been present to send forth their warriors of peace. But now on the eve of the third departure, the popularity of an Atlantic cable had waned; most people believed that it was just another impractical dream. Thus when the voyagers departed from Valencia, Ireland, few people were there to give encouragement. Imagine the world's surprise when a few weeks later the cable ships anchored in Newfoundland, after successfully completing their task. But scarcely had the Queen of England and the President of the United States exchanged congratulations when the wire went dead, never to be revived.

Public confidence in Field's idea was now shattered completely, and as a result it was almost impossible to get further financial aid. Even this did not deter Field. He searched and searched until he found funds, and by 1865 he was ready to embark on his fourth attempt. But fortune still had her face turned, for when the expedition was two-thirds through with its work, the cable snapped and joined its predecessors on the ocean bottom. In each adverse experience, to be sure, new things were learned about increasing cable strength and improving the quality of cable-laying machinery, which made the final success of the idea inevitable.

In July, 1866, Field and his associates were ready for their fifth attempt to link the two continents together. On July 13 the cable was spliced to the shore end at Valencia, and another laying of the Atlantic telegraph began. Through the subsequent days the sturdy ship "Great Eastern," attended by the "Terrible" of the English navy, and the "Albany" and "Medford," two privately chartered boats, plowed the Atlantic, each moment bringing the ultimate success nearer. With the exception of a short storm — ever a potent hazard in this task — the fourteen-day trip was all but uneventful. The glamour and excitement of the previous expeditions were not present; the monotony itself was a testimony to the careful planning that had preceded the actual work. Every possible contingency had been anticipated, and the entire voyage was carried out on schedule. The American shore end was spliced at Heart's Con-



tent, Newfoundland, on July 27, and the job was done. However, communication between Europe and the United States was delayed for a few days while the cable across the Gulf of St. Lawrence was being repaired.

Throughout the voyage the crew was in constant contact with European happenings. Reports on the London stock and money markets were available to the voyagers as soon as they were to the brokers in London. Indeed, a more romantic experience may be recorded. While Field was preparing for the expedition, Prussia, Austria, and Italy had gone to war. News on the war's progress was reported daily to the men on the "Great Eastern." On the day that the cable was completed, word of the war's end was received.

Not content with one success, the expedition repaired to the scene of the 1865 disaster for the purpose of retrieving the lost cable. To recover a cable three miles below the water's surface was a Herculean and perhaps even a wizard's task, but the crew believed that they had the grappling devices necessary for success. In slightly over a month the cable was snared twenty-nine times, but it could not be dragged to the surface. On one occasion it was actually pulled above water before it broke away. The task was finally accomplished on the thirtieth attempt. Then the old cable was spliced, and the boat proceeded toward Newfoundland. Thus in a two-months period Europe and America were connected twice by a strand of wire resting on the bottom of the sea.

## Peter White of Michigan

IN THE development of a great industry or a new territory there is quite often one man who stands out as a symbol of its evolution. Such was the case in the development of the upper peninsula of Michigan. The man was Peter White; and the truth of this statement is borne out by even a hasty perusal of the voluminous papers, account books, and letters in the White collection held by the Baker Library.

A study of these papers unfolds the epic of this section of the country which has contributed so much to the industrial growth of the United States. Fundamentally it is the story of iron and steel; the other industries entering the picture were merely supplements and supporters of this king of industries.

Strange as it may seem, Peter White, who stamped his personality so indelibly on the region, was not primarily an iron and steel operator. To be sure, he had large investments in various mining companies, but his real hold on the country was gained through his banking, insurance, and financial interests. Fitting, indeed, was it that this man, who was to symbolize the growth of the peninsula, felled the first tree at the opening of the Cleveland mine, one of the first successful commercial mines of the region. Early in the history of the mining territory, Peter White was appointed postmaster of Carp River, a subdivision of Marquette. In a few years he had acquired sufficient funds to embark on his first undertaking, the establishment of the First National Bank of Marquette. He induced Samuel P. Ely to be president of the bank, while he assumed the position of cashier.

By the end of the 1860's he was generally admitted to be the leading citizen of Marquette. About this time he acquired a large interest in the Bancroft Iron Company and subsequently became treasurer and manager of the concern. In this position we find him issuing in 1871 the annual statement of the company, a statement which is probably one of the strangest on record. Its uniqueness justifies its publication in full at this point.

TO THE STOCKHOLDERS OF THE BANCROFT IRON COMPANY:

A year has elapsed since I sent you my last statement of the condition of this company, and you have not had your hearts gladdened with even a small dividend since.

Indeed, it has been a heavy task for me to raise means to meet current expenses. By comparison of the present with last year's statement, you will find that besides not earning anything, the Company is \$800 out on the YEAR'S BUSINESS.

No Furnace Company in this district has made any money making pig iron in the year 1870. I am more than ever convinced that I AM NOT and CANNOT be a success as a manager of an iron company, and I would respectfully suggest to the stockholders to have a meeting and vote to confiscate my stock (\$17,000) as a reward for my poor management, and then place the affairs of the company in competent hands, and its prosperity will be attained without doubt. I have made no charge either for my own services or those of the book-keeper, and do not expect to, BUT I WOULD LIKE TO BE RELIEVED FROM FURTHER SERVICE.

The company has timber enough to last five years to come, and its property is all in good condition. Respectfully yours,

PETER WHITE, *Secretary and Treasurer.*

Apparently the stockholders were not completely dissatisfied with White's work, for he continued in office, at least for a short period.

Among the mining manuscripts in the collection are the books and records of the Phoenix Iron Company, Schoolcraft Iron Company, the Washington Iron Company, and the Pewabic Copper Mining Company. Peter White served as special master in the receivership of the Pewabic Mining Company. After closing the affairs of the company, he sold the property to Mason and Smith of Boston.

For a number of years, White was the real estate manager for the Cleveland (Iron) Company, and as such he bought and sold, at one time or another, a large portion of the land in that section. In addition to his dealings in land, White conducted an extensive marine insurance business. The insurance papers reveal that he served as agent for a great many companies. That Peter White never let a business opportunity slip by is again shown by his large lumber holdings in the peninsula region. The collection indicates that White's interests extended even into the mercantile field; for the papers of the Manhard Jopling Company, a wholesale hardware firm, reveal that he had a strong interest in this company.

Although Peter White was actively engaged in managing and directing numerous and diverse companies, the personal papers in the collection indicate that he also gave considerable time to pursuits of a more social and humanitarian nature. In the collection is a file of letters from a convict known as "Black Bart" who was imprisoned in the Marquette penitentiary, and from the letters it appears that White made a great effort to obtain this man's pardon.

"Black Bart" was the most notorious prisoner in the Marquette prison. Newspapers sensationally attributed his criminal career to the convict's great interest in dime novels when a child; and in order to refute the concocted stories, the prisoner wrote his own life story, explaining the reasons for his criminal actions. Written in clear effective English, the article was considered by experts to be a document of great importance to the science of criminology. Students of the subject claimed that the story could not have been written by any one but a person of high intellect. Charges that the story was written by a "ghost writer" were proved groundless after an analysis of other writings of the convict.

At fifteen "Black Bart" came to America from Germany and began working in various lumber camps of the country. The life of a lumber camp disagreed with his constitution, and he became



afflicted with insomnia and dyspepsia. The interaction of the two diseases gradually broke down his nervous system, until finally, in his own words, "the indescribable mental strain consequent on physical-nervous collapse reached the breaking point, and out of the resulting nervous-mental crises emerged, meteor-like, the terrible and villainous 'Black Bart' of popular conception." Thus it was not dime novels, for the nearest thing to a dime novel that he had ever read was a German version of Cooper's "Leather Stocking Tales," but merely his abnormal mental condition that had made him a criminal. In concluding his story the convict explained that he had now become his normal law-abiding self. Considering that he had never received formal instruction in English and had spent his adult life in lumber camps, the composition of the article is certainly remarkable.

In "Black Bart's" letters to Peter White the quality of the criminal's mind is again emphasized. Commenting on the board of pardons, the prisoner states, "It wouldn't matter so much if the board was a lover of abstract justice and independent judgement, but it is an undeniable fact that one voice proclaiming against a prisoner's release will carry more weight in influencing its decision, than would a whole chorus in his favor." Peter White's efforts did not bring about the hoped-for pardon. In his final letter "Black Bart" bitterly reviles the board for its action but thanks Peter White for his efforts.

Peter White was a leader of the Democratic party in his section of the State, and in 1876 he stumped the State in behalf of Tilden for President. Four years later he carried on similar activities for Grover Cleveland. In the personal letters of the collection is a letter from Cleveland thanking White for a fan given to Mrs. Cleveland. The papers of the White collection cover approximately a half century of business development in the upper peninsula of Michigan and reveal information on a variety of subjects.

## Rare Acquisitions

IN COLLECTING historical material, a society such as ours counts itself fortunate if from time to time the inflow of material, valuable because of its prospective use, is sweetened by the appearance of items valuable because of their scarcity — and so usually valuable in a monetary sense. Recently William Butler of Newton, Massa-

chusetts, gave the Society a copy of "The Additions and Corrections to the First and Second Editions of 'Inquiry into the Nature and Causes of the Wealth of Nations'" by Adam Smith. The edition of this supplementary material was probably small; at all events few copies are known to be in existence. It is believed that ours is one of two copies on this side of the Atlantic.

The publication is seventy-nine pages long and covers additions and corrections ranging from a few sentences to an entire new chapter. The new chapter is entitled "The Conclusion of the Mercantile System" and is inserted in Book 4. Although the changes made in the two previous editions are of little importance, judged from this distance, and indeed do not alter the chief tenets of the volume, the acquisition of this pamphlet is notable by reason of the rarity of the item.

The first edition of Adam Smith's book came out in 1776, and the second was released approximately four years later. The publication date of the "Additions and Corrections" is not shown on the document, but it is believed that it was published in 1784 at the time when "The Inquiry into the Nature and Causes of the Wealth of Nations" went into its third edition.

#### WORKINGMAN'S ADVOCATE

Among the rare periodicals in the Baker Library is a file of the "Workingman's Advocate," a labor magazine published in Washington, D. C., during the presidential campaign of 1840. The file contains eight issues in volume one of this periodical; and with the exception of three issues possessed by the American Antiquarian Society of Worcester, it is thought that no other library in the country has specimens of the magazine.

No mention is made of the magazine in any periodical bibliographies, but mention is made of two publications of the same name. The first of these was published in New York between 1829 and 1844; and the second was published in Chicago between 1864 and 1877. Apparently there is no connection between the "Workingman's Advocate" published in "Washington City" and its two namesakes.

There is no information on the length of time that the periodical persisted, but it is believed that it was not published long after the January, 1841 issue, the last in the Baker Library file. Although the "Workingman's Advocate" is called a monthly magazine, it ap-

**THE**  
**WORKINGMAN'S ADVOCATE,**  
**A MONTHLY PUBLICATION,**

Devoted to the Political and Social Advancement of the Masses.

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**VOL. 1. WASHINGTON CITY, OCTOBER 15, 1840. No. 5.**

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**An English Trap to decoy American  
Voters!**

This device is used by the British, or miscalled Whig Party, in the place of great principles. The present Administration is in favor of a rigid construction of the Federal Constitution; the opposition of Log Cabins and Hard Cider. The Democratic Party repose perfect confidence in the intelligence and virtue of the people; the British Whig Party, on the other hand, would insult and degrade them by ministering to the basest passions of our nature, and the most brutal and demoralizing of all our desires.

"WORKINGMAN'S ADVOCATE" ATTACKS WILLIAM H. HARRISON AND HIS  
"HARD CIDER" CAMPAIGN

pears to have been issued somewhat irregularly. In the month preceding the presidential election, it was published weekly. Furthermore, in the period covered by the file, three extra editions were brought forth.

Despite the implication of sympathy with labor carried in the title, the magazine was in reality a political organ aimed, it seems, at attracting the labor vote to the Democratic candidate, Martin Van Buren, who was running for re-election. William Harrison, the opposing Whig candidate, was bitterly denounced in the various issues of the magazine. The presidential campaign of 1840 is well known for the use of catch phrases, especially by the Whig party, and it is against these phrases that the "Workingman's Advocate" directed a large portion of its attack. "General Harrison has his 'log cabins' and 'hard cider' to lift him into office; Mr. Van Buren the strength of his glorious principles. It appears to me that with weapons so frail, the former will find it very difficult to overthrow a party fully identified with popular rights, and withal so old a favorite of the people." But Harrison did overthrow the favorite of the people, and the Whig party did come into power with the aid of, or perhaps in spite of, such campaign phrases as "Tippecanoe and Tyler too."

## Slaves on a Federal Project

AN INTERESTING sidelight on the attitude of white laborers toward potential competition from slaves in the pre-Civil War period is found in the Baker Library's Baldwin collection. In constructing a dry dock for the Navy at Norfolk, Virginia, in 1830, Loammi Baldwin, the engineer, wished to determine the relative effectiveness of negroes and whites as stone cutters. Accordingly he secured a crew of negro workers from the slaveholders of the State. The masters were paid seventy-two cents a day for each slave; ten cents of this amount was turned over to the slave.

A group of unemployed stone cutters, incensed by Baldwin's action, sent a protest to the United States Navy Department charging that the negroes, who were being hired by the year, were incompetent for the job, and thus federal funds were being wasted. The letter states: "We the undersigned who are men of families and placed in the peculiar circumstances in which we stand, view this engagement of the negroes as a most grievous imposition, detri-

mental to the laboring interest of the community and subversive to every principle of equality."

When the Navy Department asked Baldwin to explain his action, he replied that on any job under his charge he always worked for the best interests of his employer. Under the present circumstances he had discovered that money could be saved for the government through the employment of negroes as stone cutters. At the time of the complaint the negroes on the job were being paid seventy-two cents a day; whereas the white stone cutters demanded a wage ranging from one dollar and fifty cents to two dollars. Moreover, he writes, the bounty of ten cents paid the negroes by the masters served as a powerful incentive. "They work with as much steadiness and cheerfulness as the whites, and the fear of losing their ten cents, if they are lazy or inattentive, saves all the expense of overseers." Baldwin also reported that the negroes were physically better suited for the task than the white workers. Nor did he fail to show his non-Southern origin. As a final justification for his experiment, he advanced the thought, "It is important to this state, where slaves constitute so great a portion of the laborers, that Virginians should learn how the blacks may be made so much more valuable than has been hitherto thought."

The Navy Department was satisfied with Baldwin's explanation and approved the use of slaves on the works. However, the white laborers were not pacified, and a year later an anonymous letter was sent to the President of the United States presenting similar grievances. At a still later date a petition was presented to Congress, dealing with the same controversy. What stir these continued remonstrances produced in Washington, and what action, if any, the Navy Department took, no direct data at present available indicate; but the presentation of the petition some time after the protest and anonymous letter implies that Baldwin was allowed to proceed as he wished.

### ***In Memoriam***

THROUGH the death of Edward Perkins Brown of Boston last month, the Society loses a charter member who has been an enthusiastic supporter of the project since its inception. At the time of his death, Mr. Brown was chairman of the United Shoe Machinery Corporation, president of the board of trustees of the New



England Conservatory of Music, and director of numerous corporations.

Mr. Brown was born in St. Albans, Vermont, in 1868. Early in his life he moved with his parents to Boston, where he attended the Boston English High School. For several years after being graduated from high school, he worked at numerous occupations in the western part of the country. In 1900 he returned to Boston to become head of the metallic department of the United Shoe Machinery Corporation. He moved up through several positions until in 1917 he became president of the company. Ten years later he was made chairman of the board of the corporation.

Throughout life, Mr. Brown had a special interest in boys. He was a member of the board of overseers of the Boys Club of Boston and a director of the Boys Club Federation of Boston. He was also a member of the board of overseers of Boston University and a trustee of the English High School Association.

Mr. Brown was a director of the following companies: British United Shoe Company, Ltd., the Central Aguirre Sugar Company, O. A. Miller Treeing Machine Company, J. C. Rhodes and Company, Old Colony Trust Company, S. A. Felton and Son Company, S. O. and C. Company, Turner Tanning Company, United Shoe Machinery Company de France, Boston Blacking Company, Boston Mutual Life Insurance Company, the First National Bank of Boston, and the Herald-Traveler Corporation.

Mr. Brown's membership in the Society has been characterized throughout by his generous coöperation in furthering the interests of the group.

## Secretary's Column

Since the publication of the last Bulletin the Society has received and gratefully acknowledges the following acquisitions:

From American Optical Company, Southbridge, Massachusetts: six framed action photographs of the manufacturing processes used in making lenses.

From American Petroleum Institute, New York City: *Proceedings of the Fourteenth Annual Meeting of the American Petroleum Institute.*

From American Steel & Wire Company, Chicago: twenty-one action photographs of major mechanical operations carried on in the plants of the American Steel & Wire Company.

- From Miss Mary L. Amory, North Edgecomb, Maine: a letter book of Thomas C. Amory, a Boston merchant, covering the period from January 29, 1797 to August 21, 1798.
- From Mrs. Alice Burt Brown and Miss Ema Wilder Burt, Brookline, Massachusetts: a framed collection of railroad passes and framed photograph of General William L. Burt, President of the Boston, Hoosac Tunnel and Western Railroad in 1882.
- From Canadian National Railways, Montreal, Canada: nineteen photographs, illustrating the various stages of locomotive construction and locomotives at Pt. St. Charles Shops of the Canadian National Railways.
- From H. M. Chapin, Librarian, Rhode Island Historical Society, Providence, Rhode Island: notice of dissolution of the California Petroleum Company, 1875; gas assessment, 1856-1857; trade report of Coleman, Hutton & Co., 1848.
- From General Electric Company, Schenectady, New York: thirty-seven pieces of advertising matter illustrating the products of the General Electric Company.
- From General Electric Company, Cleveland, Ohio: seventeen action pictures of mechanical operations incident to the manufacture of refrigerating processes; photographs of Dr. W. D. Coolidge, Dr. W. R. Whitney, Dr. Irving D. Langmuir, and Dr. E. F. W. Alexanderson, of the Research Department of the General Electric Company.
- From Miss Frances Hobart, Cambridge, Vermont: three historical sketches of business activities in Berkshire County; and personal expense accounts of three students.
- From Humble Oil & Refining Company, Houston, Texas: monographs entitled *The Future of the Petroleum Industry in Texas*, and *The Oil Industry in Texas*.
- From International Silver Company, Meriden, Connecticut: twenty-four mounted action photographs incident to the manufacture of silverware.
- From L. W. Jenkins, Director, Peabody Museum, Salem, Massachusetts: an address by William Dinsmore Chapple entitled *George Peabody*, 1933.
- From Insurance Company of North America, Philadelphia: *American Fire Marks*, 1933; *Since 1792*, 1923; *Two Dates 1492-1792*.
- From Marchant Calculating Machine Company, Oakland, California: a book of photographs of mechanical operations connected with the construction of calculating machines.
- From Mutual Benefit Life Insurance Company, Newark, New Jersey: Warner M. Horner, *Training for a Life Insurance Agent*, 1917; Edward Cary Hayes, Ph.D., *Introduction to the Study of Sociology*, 1919; copies of the following magazines: *Management Review*; *Personnel*; *Management Index*.
- From Owens-Illinois Glass Company, Toledo, Ohio: a photograph of a 15-arm bottle-blowing machine.

- From The National Fertilizer Association, Washington, D. C.: *Proceedings of the Third, Fourth, Fifth, Seventh, Eighth and Ninth Annual Conventions*; various monographs; B. A. McKinney and William B. McCloskey, *A Manual of Accounting for Dry Mixers of Fertilizers*; Burt L. Hartwell, *The Influence of Fertilizers on Crop Quality*; E. Truog and Ove F. Jensen, *The Reports and Proceedings of the Joint Committee on Fertilizer Application, 1925-1928*; *Code of Fair Competition for the Fertilizer Industry*, as approved on October 31, 1933, by Franklin D. Roosevelt, President of the United States.
- From National Lumber Manufacturing Association, Washington, D. C.: incomplete files of publications of the following: *Lumber and its Utilization*; a file of The National Lumber Manufacturers Association *Annual Reports*; and *National Lumber Handbook*; Frank P. Cartwright, Chief Engineer, *Heavy Timber Construction*.
- From Motion Picture Producers & Distributors of America, Inc., New York City: ten photographs illustrating the mechanical operations incident to the production of some important films.
- From Parke, Davis & Company, Detroit: fourteen photographs of mechanical operations carried on by this company in the manufacture of drugs; fifteen photographs of research and manufacturing operations conducted in their laboratories.
- From Harold G. Rugg, Assistant Librarian, Dartmouth College, Hanover, New Hampshire: a broadside dated January 1, 1865, of Hunt, Lyon & Co., Boston, advertising oak-tanned leather belting.
- From William Skinner, Holyoke, Massachusetts: a descriptive catalogue compiled under the direction of William Skinner, 1933, entitled *The Belle Skinner Collection of Old Musical Instruments*.
- From Supervisor of Public Documents, State House, Boston: *Annual Reports of Massachusetts Bank Commissioners for 1852, 1858, 1859 and 1861*; *Annual Reports of Massachusetts Commissioner of Savings Banks for 1890, 1891 and 1895*; *Annual Reports of Supervisors of Loan Agencies, 1911-1932*, inclusive.
- From E. P. Swenson, New York City: C. A. Jones, *The Sulphur Industry in Texas, 1933*.
- From The Texas Company, New York City: twenty-six photographs of mechanical operations incident to the manufacturing, transportation, and distribution of Texaco products.
- From United Shoe Machinery Corporation, Boston: portrait of Mr. Edwin P. Brown, late Chairman of the company.
- From R. C. Wight, Richmond, Virginia: *Richmond*, a publication of the Chamber of Commerce of Richmond, April, 1929, containing a description of the first iron works in Virginia.